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COUNTRY Poland

SUBJECT Union of Polish Shipyards  
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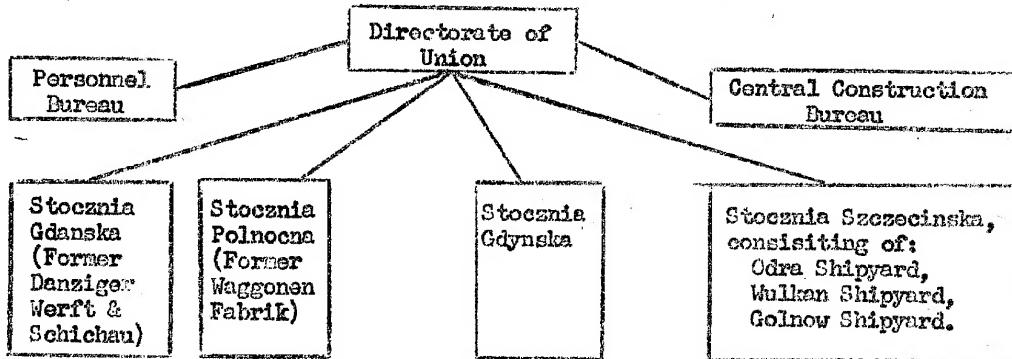
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3. The Union of Polish Shipyards is subordinate to the Ministry of Shipping.  
 4. Personnel

Chief Director: ..... Eng. Mikolaj Gutowski  
 Trade Director: ..... Eng. Stolagiewicz  
 Administrative Director: ..... Szczegowski  
 Technical Director: ..... Witold Urbanowicz  
 Chief of Personnel Bureau: ..... Kabat  
 Deputy Chief of Personnel Bureau: ..... Kosiorowski  
 Chief of Central Construction Bureau: ..... Eng. Kazimierczak

The total number of personnel employed at all the shipyards of the Union on 1 December 1948 was approximately 8,000.

5. Investment Plan for 1949

The Investment Plan provides for the spending of 1,000,000,000 zloty in 1949.

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- 2 -

6. Preliminary Plan to Purchase Machine Tools Abroad

It is planned to purchase 2,190,000 American dollars worth of tools abroad by 1950.

7. Equipment Held by the Union of Polish Shipyards

The Union of Polish Shipyards has about 900 machine tools (for working metal and wood) and auxiliary machine tools.

8. General Information

- a. The Directorate of the Union employs approximately 350 persons, including, 60 in the Central Construction Bureau.
- b. The best ship constructor was Engineer Gieldzik, but he has left his post in the Central Construction Bureau. There are five engineers (university graduates) and a number of technicians and draughtsmen, but no really good constructors are available. The Chief of the Bureau, Engineer Kazimierczak, is a specialist in ship machinery but not in ship building.
- c. The SS Soldek, which carries coal and iron ore, was designed in the Central Construction Bureau by Engineer Gieldzik, but the construction and blueprints were worked out by the Normand Shipyard at Le Havre and by Penoet in France. French experts visited the shipyard during the building of the SS Soldek. All machinery installations were purchased abroad in Sweden, France, and Italy.
- d. The working out of the project to build two new merchant ships, one of 650 tons and one of 7,300 tons of the tramp type, was intrusted to Ansaldo's at Genoa, where Engineer Cichocki of the Central Construction Bureau is working. Both these ships will be built in Gdansk Shipyard, the one of 650 tons at the end of 1949, and the one of 7,300 tons at the beginning of 1950.

9. The Six-Year Production Plan

This provides for the construction of 300,000 tons of merchant shipping of tonnages ranging from 650 to 8,000 tons.

10. Present Difficulties

- a. The acute shortage of certain types of personnel presents an almost insoluble problem, in particular, as regards engineers, technicians, foremen, and skilled workmen.
- b. Shortage of certain equipment and machinery for ships can be remedied only by purchases made abroad. This entails a delay of two to three years because of the conditions of delivery.
- c. Deliveries of essential materials required from the home market, in the majority of cases, take from two to three years.

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